

MOTOR BOAT LICENSES.

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Does Not Apply to Crafts Run by Owners Not For Hire.

The TIMES realizing that many of its readers are interested in the proposed new national bill affecting certain motor boats, has obtained a copy of the measure which is published in full below. The bill has passed the senate and is now before the house committee on merchant marine and fisheries.

A bill to amend section forty-four hundred and twenty-six of the Revised Statutes of the United States; regulation of motor boats.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 4426 of the Revised Statutes of the United States be, and it is hereby, amended by striking out, after the words "launches of ten," and before the words "and under," the words "tons burden," and inserting in lieu thereof the words "gross tons," and by striking out, after the words "above 15," and before the words "carrying freight," the words "tons burden," and inserting in lieu thereof the words "gross tons," and also that said section be, and it is hereby, further amended by adding at the end thereof the following: "All vessels of 15 gross tons or less propelled in whole or in part by gas, gasoline, petroleum, naphtha, fluid, or electricity, and carrying passengers for hire, shall carry one life-preserver, of the sort prescribed by the regulations of the board of supervising inspectors, for every passenger carried, and no such boat while so carrying passengers shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as a condition of the obtaining of such a license, and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance, or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation," so that said section, when amended, shall read as follows:

"All vessels of 15 gross tons or less propelled in whole or in part by gas, gasoline, petroleum, naphtha, fluid or electricity, and carrying passengers for hire, shall carry one life-preserver of the sort prescribed by the regulations of the board of supervising inspectors, for every passenger carried, and no such boat while so carrying passengers shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as a condition of the obtaining of such a license, and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation.

"Sec. 4426. The hull and boilers of every ferryboat, canal boat, yacht or other small craft of like character propelled by steam, shall be inspected under the provisions of this title. Such other provisions of law for the better security of life as may be applicable to such vessels shall, by the regulations of the board of supervising inspectors, also be required to be complied with before a certificate of inspection shall be granted, and no such vessel shall be navigated without a licensed engineer and a licensed pilot: Provided, however, That in open steam launches of ten gross tons and under, one person, if duly qualified, may serve in the double capacity of pilot and engineer. All vessels of above 15 gross tons carrying freight or passengers for hire, propelled by gas, fluid, naphtha, or electric motors shall be, and are hereby, made subject to all the provisions of section 4426 of the Revised Statutes of the United States relating to the inspection of hulls and boilers and requiring engineers and pilots, and for any violation of the provisions of this title applicable to such vessels, or of rules or regulations lawfully established thereunder, and to the extent to which such provisions of law and regulations are so applicable, the said vessels, their masters officers, and owners shall be subject to the provisions of sections 4495, 4497, 4498, 4499 and 4500 relating to the imposition and enforcement of penalties and the enforcement of law.

GARDNER'S AMENDMENT.

To Pure Food Bill Reported by Committee.

Allow Fish Packers External Use of Boracic Acid.

The pure food bill, which was reported yesterday from the committee on interstate and foreign commerce to the house, contains a provision permitting the use of boracic acid in preserving codfish. The provision is contained in a qualifying clause attached to the schedule of substances designated as impure, including that which contains an added poisonous or deleterious ingredient which may render the food injurious to health.

The codfish packers are permitted to continue their present practice by the following language:

"Provided that when in the preparation of food products for shipment they are preserved by an external application applied in such manner that the preservative is necessarily removed mechanically or by maceration in water or otherwise, the provisions of this act shall be construed as applying only when such products are ready for consumption.

This is the language of an amendment proposed by Representative Gardner to the bill which was adopted, as it was reported to the house in the 58th congress. Mr. Gardner stated in the course of hearings upon the present bill that the Gloucester fish packers would be satisfied if it was accepted by the committee.

The committee took the position that inasmuch as boracic acid is applied to the outside of codfish only, and as it is necessary to soak the fish in water for a long period before using in order to take out the salt, the preservative would also be washed out, and therefore it would not be fair to make the packed codfish, on the market subject to the scrutiny of the law when its constituents were materially altered before eating.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Claudia, Grand Bank, 30,000 lbs. salt cod, 60,000 lbs. fresh cod, 8000 lbs. halibut.
Sch. Manomet, shore.
Sch. Ramona, shore.
Sch. Genesta, shore.
Sch. Flora J. Sears, shore.
Sch. Ida S. Brooks, shore.
Sch. Annie and Jennie, shore.
Sch. Emily Cooney, shore.
Sch. Mary Edith, shore.
Sch. Catherine D. Enos, shore.
Sch. Richard J. Nunan, shore.
Sch. Maud F. Silva shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.
Salt hake, \$1.00.
Salt haddock, \$1.10.
Salt cusk, \$2.25.
Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.
Bank halibut, 10 cts. per lb. for white and 6 cts. for gray.

Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.

Boston.

Sch. Mattie Brundage, 12,000 haddock, 500 cod, 500 hake.
Sch. Fitz A. Oakes.
Sch. Stranger.
Sch. Cherokee.
Sch. John M. Keen.
Sch. Estelle S. Nunan, 5000 cod.
Sch. Thomas W. Knight, 3000 haddock, 800 cod, 1200 hake.
Sch. Rose Cabral, 8000 haddock, 500 cod, 1000 hake.
Sch. Julia Costa, 5000 haddock, 2000 cod.
Sch. Fish Hawk, 4000 haddock, 1000 cod.
Sch. Mary C. Santos, 13,000 haddock, 6000 cod.
Sch. Olive F. Hutchins, 6500 haddock, 500 cod.
Sch. Kernwood, 7000 haddock, 1000 cod, 1000 hake.
Sch. Frances P. Mesquito, 50,000 haddock, 20,000 cod.
Sch. Louise C. Cabral, 10,000 haddock, 2000 cod.
Sch. Philip P. Manta, 8000 haddock, 7000 cod.
Sch. Julietta, 4000 haddock, 5000 cod, 100 hake.
Sch. Rapdan, 2000 haddock.
Sch. Rita A. Viator, 9000 haddock, 200 cod.
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Sch. Sarah, 1500 haddock, 300 cod.
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Haddock, \$2.75 to \$3.50; large cod, \$5 to \$5.50; market cod, \$2 to \$3; hake, \$3 to 6; cusk, \$2.75; pollock, \$3.25; halibut, 10 cts. for white, 6 1-2 cts. per lb. for gray.

Fishing Feet Movements.

Sch. Francis Whalen of Boston has been heard from all right at Shelburne, N. S., since the gale.

Sch. Flirt of this port has been heard from at a Nova Scotia port since the gale of last week.

March 10

TWO DOLLARS A TON.

Price of Ice for Vessels Raised at Boothbay.

Folquet Bros. Have Ice for Banker at St. Pierre.

A letter to the TIMES from Boothbay Harbor states that hereafter the price of ice to vessels will be \$2 per ton. The letter is from one of the leading bait and ice dealers of that port who also adds that none of the ice dealers there are selling ice for less than \$2 per ton.

For many seasons it has been the custom of many of our vessels to go to Boothbay Harbor in the summer for their ice on account of being able to get it cheaper than here, the price paid there being from \$1 to \$1.50 per ton.

Although the firms here are having their ice come from New Hampshire by rail, there has been no raise on the usual price of \$2 per ton, and none is expected for some time to come, if at all. Just what effect this raise of price at Boothbay will have can only be conjectured. It is known that no attempt will be made to raise the price here, even in the face of the greatly increased cost of production, and if this is so, it seems certain that many more vessels will take their ice here the coming summer than formerly.

The enterprising Folquet Brothers of St. Pierre, a concern well and favorably known to many of the skippers of our bankers, write the TIMES that they have a large stock of ice on hand for the benefit of all vessels that may need it.

At present, all the local ice dealers are having their ice supply come here in cars. At Fernwood, the Fishermen's Endowed Ice Company is having a large number of cars come daily and the ice is teamed to the big ice house at Fernwood Lake and stored.

The Cape Pond Ice Company is also having several cars arrive here each day and the ice is being carted to the ice houses at Webster pond, where it is being stored for future use.

March 10

TRIAL TRIP TODAY.

Of New Halibut Fishing Steamer Manhattan.

Craft Will Sail Fishing Earlier Than Expected.

The new halibut fishing steamer Manhattan owned by the New England Fish Company, an exclusive article on which appeared in the TIMES of Thursday, will be ready for sea much earlier than was first given out. The craft is having her trial trip today off the Delaware coast.

After this trip she will come directly to Boston and fit for fresh halibut. Capt. Nathaniel Greenleaf and his big crew will go to Boston as soon as she arrives and fit her out immediately, and it is expected that she will sail on her maiden trip to the banks about March 20.

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March 10

SEAL HUNTERS SET SAIL.

St. Johns, March 10.—A sealing fleet of 25 steamers, with crews aggregating 4500 men, has sailed on the annual hunt for seals among the ice floes off Labrador. The recent fine weather renders it unlikely that the hunt for seal herds this year will be attended by serious danger.

Record Price for Bait.

The record price for bait was made last week at Provincetown. One of the traps was hauled and took two barrels of fresh herring, and all the fishing dories were anxious for it and their owners ran the price up until one fellow got both barrels at \$15 per barrel, and considered himself lucky to get it even at that price.

Had Lots of Flounders.

One of the strange things about the fish brought in at T wharf Thursday was the large quantity of flounders. The sch. Galatea had 2000 pounds and several of the other schooners had from 1000 down to 500 pounds.

Fine Trip.

Sch. Claudia, Capt. Leonard Crowell, arrived yesterday morning from Grand Bank with a fine fare, 63,000 pounds of fresh cod, 30,000 pounds salt cod and 8000 pounds of halibut.

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Sch. Francis Whalen of Boston has been heard from all right at Shelburne, N. S., since the gale.

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Sch. American was at Canso, N. S., Wednesday.

Schs. Preceptor and Aloha sailed from Canso, N. S., Wednesday.

Schs. Harvester and Nettie Franklin of the Provincetown fleet have been added to the fleet now engaged in the fresh halibut fishery.

Provincetown Notes.

The Wood End motor life-boat was used in the gale of Thursday for overtaking and bringing into harbor a gasoline dory, containing two fishermen, that was lying helpless, with engine broken down. Capt. Bickers states that his boat worked nicely, and despite the heavy wind and sea towed with but little difficulty, the dory to her landing at the west end.

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Sch. Catherine D. Enos, shore.
Sch. Richard J. Nunan, shore.
Sch. Maud F. Silva shore.
Sch. Mary E. Cooney, shore.
Sch. John L. Nicholson, returned.
Sch. W. E. Morrissey, returned.

Vessels Sailed.

Sch. George H. Lubee, haddocking, (yesterday afternoon).

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March 12

COLLISION ON GEORGES

Schs. Fanny B. Atwood and
James W. Parker Strike.

SAND DROGHER NEAR THE ROCKS

Incoming Crafts Report Very Severe Weather at Sea.

The only off shore vessels to reach Boston Saturday were schs. Moaniam and Thomas S. Gorton. Both were out in the heavy gale of week before last and rode it out without damage. They started for market just in time to get the whole of Friday's wild gale and snow-storm full in the face. Under the shortest kind of canvas they kept coming through it and were at the dock when the bell rang. Both vessels took a hard drubbing.

The Moaniam made the tugboat Neponset, as reported in Saturday's TIMES, but her captain, in answer to a hail from Capt. Quinlan, could not tell how Thachers island bore. It meant a big price to reach the dock, and all on board the Moaniam knew it, so she was kept going. Suddenly breakers were sighted, and quickly the vessel's course was changed to clear the danger. Later on in the early evening, the lead showed the water to be shoaling and she anchored for the night. Early in the morning, just at daylight, she got underway again and drove for Boston, reaching the wharf before the bell rang.

Capt. Thomas, of sch. Thomas S. Gorton, brought the news of a collision on Georges and the narrow escape of two vessels from going to bottom. The two crafts were schs. Fannie Belle Atwood and James W. Parker, the latter's rail being damaged and the former lost her bowsprit. There was quite a sea running when the accident occurred, and it was most fortunate that nothing more serious resulted from the coming together of the crafts. Both came through the gale of the next two days all right, and the Parker arrived at Boston this morning.

Capt. Thomas also reports seeing sch. Volant on Georges after the gale. Both her main boom and main gaff were broken, but otherwise she was all right.

Capt. Quinlan of sch. Moaniam reports seeing sch. Kineo of this port on Georges after the gale. She had suffered no damage and was all right.

Sch. Arabia, Capt. Charles Rudolph, which left here Wednesday afternoon must have run right into the gale of Friday, for she reached Pubnico, N. S., Saturday night with her jib and jumbo blown away.

The steamer British Baines Hawkins, from Port Morien for Mulgrave, N. S., with coal, foundered during a terrific storm early Saturday morning. The boatswain lost his life and the escape of the rest of the crew was nothing short of remarkable. The officers of the Hawkins are well known here. The steamer came here winter before last from North Sydney, C. E., with a cargo of 400,000 pounds of pickled codfish for some of the big local dealers.

Sch. Harmony arrived at T wharf, Boston, this morning with her jib blown away. Capt. Daley reports the storm of week before last and that of Friday as very heavy on the bank.

Sch. Shade Gorton, Capt. George E. Heckman, which also arrived at Boston from Georges this morning, reports the gale of week before last as one of great violence. One big sea washed over the deck of the craft, damaging four of her dories. In driving to market, the schooner struck plenty of wind off the Highlands. The mainsail was forced from the boltropes and badly torn.

The famous sch. yacht Fleur de Lys, which took part in the big ocean race last year, under command of Capt. Thomas Bohlin, arrived here Saturday afternoon to lay up for a while. In charge of Capt. Bohlin and with a crew of four Gloucester fishermen, she was driven through the gale of Friday, but made good weather of it and arrived here all right.

Capt. Bohlin went on to New York a few days ago with his crew of four men and got the craft ready for her trip here. He left the Erie basin Friday morning at 8 o'clock and soon encountered the gale. It was not accompanied by snow as it was up this way, and the force of the wind was not as heavy as it was to the eastward, but there was enough of it. Under reefed mainsail for a time she was driven along and made good time. Toward night she was swinging the whole mainsail again and Saturday she showed better than 14 knots at times. With not even a ropeyarn missing she reached here Saturday afternoon at 5 o'clock.

Sch. Marguerite of Boston, formerly of this port, had a close call from going ashore on Milk Island Saturday afternoon. She loaded sand at Ipswich and sailed for Boston Saturday morning. She came across Ipswich bay all right and then her captain decided to come inside of Milk Island. As she worked out by the headlands, she was struck by a heavy squall and her sails badly torn. Both anchors were let go and her flag was quickly set for assistance. The patrol of the Rockport life saving station sighted her and a telephone message was sent here for a tug, and the Priscilla was sent down to her and soon brought her to this port. When the anchors were first put over, they did not hold on well and the craft drifted close in to the island before they bid up.

March 12

WASHINGTON LETTER.

Washington, March 9.—Much favorable comment has been heard on the excellent manner in which Messrs. Field, Harding and McIntire, the representatives appointed by Gov. Guild to appear before the committee on merchant marine and fisheries in support of the dog fish bill, presented their case. Especially was this true in the case of Ex-Representative McIntire of Gloucester, who had much to do with the preparation of the case before coming to Washington. "Mack" addressed the committee for half an hour and talked dogfish from beginning to end. It was the sort of talk that interests a man unfamiliar with the subject, as was the case with the members of the committee, and he made a very favorable impression. Instead of the matter being a jokes as it was at first considered by those who had not looked into the matter, it now has an excellent standing in Congress, thanks to Mr. McIntire's untiring efforts.

Congressman Gardner has been flooded with petitions this week especially from the owners of gasoline launches, of which there are a great many in Essex county, favoring the bill now pending before the ways and means committee, favoring the removal of the internal revenue tax on denaturalized alcohol. With this tax removed, it would cheapen the cost of fuel for the gasoline boats to a great extent, and at the same time would do no harm, as the alcohol in question is not potable, and therefore would not, as the opponents of the bill claim, (mainly the Standard Oil Company,) increase drunkenness. Mr. Gardner has appeared before the committee on ways and means in favor of the bill, and is hopeful that it will be acted upon favorably.